

DAMAGE SURVEY REPORT (DSR)
Emergency Watershed Protection Program – Recovery

Section 1A

Date of Report: 02/24/06

DSR Number: 019-05-058R

Project Number: Choupique Bayou - I-10 Segment ^{TO} and Hwy 90 Segment

Section 1B Sponsor Information

Sponsor Name: Gravity Drainage Board GDD No. 5, Ward 4

Address: 1331 Swisco Rd.

City/State/Zip: Sulphur, LA 70665

Telephone Number: (337) 625 3851 Fax: (337) 625 8402

NRCS Entry Only

Eligible: Yes X No

Approved: Yes X No

Funding Priority Number (from Section 4) 2e

Limited Resource Area: Yes No X

Section 1C Site Location Information

County: Calcasieu Parish

State: LA

Congressional District: 07

~~I-10 Segment: Latitude Start: N 30.20838255 End: N 30.21247351 Longitude: Start: W 93.43499721 End: W 93.43643169~~
~~Hwy. 90 Segment: Start: N 30.22460723 End: N 30.22747217 Longitude: Start: W 93.43928061 End: W 93.43975000~~
30.2111 30.2273 -93.4357 -93.4394

I-10 Segment: Section: 1 Township: 10S Range: 11W and Section: 7 Township: 10S Range: 10W

Hwy. 90 Segment: Section: 1 Township: 10S Range: 11W

Drainage Name: Choupique Bayou

Reach: Choupique Bayou. Two segments including: (1) Downstream and upstream of I-10 (CH 26 to CH 21) excluding I-10 R/W and (2) From a point downstream of Hwy 90 continuing upstream to Hwy 90 (CH 22 to CH 12) for a total reach length of 2,280 ft. See attached map and Lat./Long. for specific points
6,400

Damage Description: Trees, branches and debris in the channel causing blockage, debris accumulation and increased likelihood of flooding to Interstate 10 and Highway 90 Bridges.

Section 1D Site Evaluation

All answers in this Section must be YES in order to be eligible for EWP assistance.

Site Eligibility	YES	NO	Remarks
Damage was a result of a natural disaster?*	X		Hurricane Rita wind and storm damage
Recovery measures would be for runoff retardation or soil erosion prevention?*	X		Reduce upstream flooding, streambank erosion, and scour erosion
Threat to life and/or property?*	X		Reduce flooding upstream of channel blockage where homes and school is located
Event caused a sudden impairment in the watershed?*	X		Hurricane deposited debris in channel that will likely cause flooding after next major rainfall event
Imminent threat was created by this event?**	X		Flood damage to homes and school likely after next major rainfall event.
For structural repairs, not repaired twice within ten years?**	X		No evidence of repairs to pipes culverts or roads in past several years
Site Defensibility			
Economic, environmental, and social documentation adequate to warrant action? (Go to pages 3, 4, 5 and 6 ***)	X		See attached documentation
Proposed action technically viable? (Go to Page 9 ***)	X		See attached documentation

Have all the appropriate steps been taken to ensure that all segments of the affected population have been informed of the EWP program and its possible effects? YES X NO

Comments: GDD No. 5 Ward 4 has been informed of plans to remove debris

* Statutory

** Regulation

*** DSR Pages 3 through 6 and 9 are required to support the decisions recorded on this summary page. If additional space is needed on this or any other page in this form, add appropriate pages.

Section 1E Proposed Action

Describe the preferred alternative from Findings: Section 5 A:

~~Interstate 10 Segment (CH 26 to CH 21): Remove downed trees, branches and other debris by working within the channel using marine equipment. Transport debris on barge to open access areas at Interstate Highway 10 right of way and offload for hauling to nearest approved landfill. Highway 90 Segment (CH 22 to CH 12): Remove debris by accessing and working from the east side of the channel. Haul debris to adjacent open pastureland on the east side of the channel for burning and burying debris on-site.~~

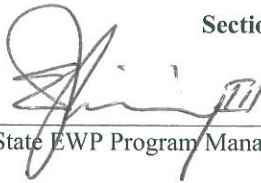
Note: The preferred alternative for the I-10 segment is shown as the second alternative for the Hwy 90 segment on the Environmental Evaluation (EE) and Special Resource Concern (SRC) sections of this report (pages 4 and 5) and the preferred alternative for the Hwy 90 segment is shown as the second alternative for the I-10 segment of the EE and SRC sections of this report.

SEE ATTACHED NOTE TO FILE FOR EXPLANATION

Total installation cost identified in this DSR: Section 3: \$ ~~35,028.00~~ 65,400 BAS

Section 1F NRCS State Office Review and Approval

Reviewed By:


State EWP Program Manager

Date Reviewed:

3/20/06

Approved By:

State Conservationist

Date Approved:

PRIVACY ACT AND PUBLIC BURDEN STATEMENT

NOTE: The following statement is made in accordance with the Privacy Act of 1974, (5 U.S.C. 552a) and the Paperwork Reduction Act of 1995, as amended. The authority for requesting the following information is 7 CFR 624 (EWP) and Section 216 of the Flood Control Act of 1950, Public Law 81-516, 33 U.S.C. 701b-1; and Section 403 of the Agricultural Credit Act of 1978, Public Law 95-334, as amended by Section 382, of the Federal Agriculture Improvement and Reform Act of 1996, Public Law 104-127, 16 U.S.C. 2203. EWP, through local sponsors, provides emergency measures for runoff retardation and erosion control to areas where a sudden impairment of a watershed threatens life or property. The Secretary of Agriculture has delegated the administration of EWP to the Chief or NRCS on state, tribal and private lands.

Signing this form indicates the sponsor concurs and agrees to provide the regional cost-share to implement the EWP recovery measure(s) determined eligible by NRCS under the terms and conditions of the program authority. Failure to provide a signature will result in the applicant being unable to apply for or receive a grant the applicable program authorities. Once signed by the sponsor, this information may not be provided to other agencies, IRS, Department of Justice, or other State or Federal Law Enforcement agencies, and in response to a court or administrative tribunal.

The provisions of criminal and civil fraud statutes, including 18 U.S.C. 286, 287, 371, 641, 651, 1001; 15 U.S.C. 714m; and 31 U.S.C. 3729 may also be applicable to the information provided. According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0578-0030. The time required to complete this information collection is estimated to average 117/1.96 minutes/hours per response, including the time for reviewing instructions, searching existing data sources, field reviews, gathering, designing, and maintaining the data needed, and completing and reviewing the collection information.

USDA NONDISCRIMINATION STATEMENT

"The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.)

Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination write USDA, Director of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call (800)795-3272 (voice) or (202)720-6382 (TDD). USDA is an equal opportunity provider and employer.

Civil Rights Statement of Assurance

The program or activities conducted under this agreement will be in compliance with the nondiscrimination provisions contained in the Titles VI and VII of the Civil Rights Act of 1964, as amended; the Civil Rights Restoration Act of 1987 (Public Law 100-259); and other nondiscrimination statutes: namely, Section 504 or the Rehabilitation Act of 1973, Title IX of the Amendments of 1972, the Age Discrimination Act of 1975, and the Americans with Disabilities Act of 1990. They will also be in accordance with regulations of the Secretary of Agriculture (7 CFR 15, 15a, and 15b), which provide that no person in the United States shall on the grounds of race, color, national origin, gender, religion, age or disability, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity receiving Federal financial assistance from the U.S. Department of Agriculture or any agency thereof.

Section 2 Environmental Evaluation

2A Resource Concerns	2B Existing Condition	2C Alternatives and Effects		
		Proposed Action for I-10 Segment and Alternative for Hwy 90 Segment	No Action	Proposed Action for Hwy 90 Segment and Alternative for I-10 Segment
		Remove logs/debris from within channel using marine equip. Offload and haul to approved landfill	Leave logs and debris in channel	Remove logs and debris using one side excavation from east side. Burn and bury debris onsite
2D Effects of Alternatives				
Soil				
Bank Erosion	Stable except for exposed soil around uprooted trees on stream bank	Cause temporary increase in bank erosion from removal of root mass and construction activities.	Erosion from root mass will stabilize, but increased upstream flooding will cause additional bank erosion and undercutting	Cause temporary increase in bank erosion from removal of root mass and construction activities on east side of channel.
Compaction	No compaction	Heavy equipment will cause minimal soil compaction only at offloading locations	No compaction	Heavy equipment will cause moderate soil compaction at access points along east side channel
Water				
Flooding	I-10 Bridge is accumulating debris and is subject to damages from flooding after future heavy rainfall events	Debris accumulation and flooding at I-10 and Hwy 90 Bridges will be reduced and damages to bridge minimized	Debris at I-10 Bridge will continue to accumulate and cause damages from future heavy rainfall events	Debris accumulation and flooding at I-10 Bridge will be reduced and damages to bridge minimized
Inadequate outlets	Debris is blocking outlets	Outlets will be opened, flooding will be reduced	Debris will accumulate and flooding will increase	Outlets will be opened, and flooding will be reduced
Excessive Sediments and turbidity	Water in stream is brown and turbid. Moderate sediment accumulation	Heavy equipment and removal of root mass will cause short term increase in sediment and turbidity.	Sed. and turbidity will increase as result of stream bank erosion and scour damage from flooding	Disturbance and removal of root mass will cause short term increase in sediment and turbidity
Stream health (including SVAP)	5.2 (poor) See attached SVAP	5.5 (fair) See attached SVAP	5.0 (poor) See attached SVAP	5.5 (poor) See attached SVAP
Air				
Particulate Matter less than PM 10	No particulate matter is being generated by debris in channel	Temporary increase in particulate matter at offloading site	No change in particulate matter	Temporary increase in particulate matter above PM 10 from smoke during debris burning.
Plant				
Productivity, Health and Vigor of Riparian Vegetation	Many riparian trees are wind blown. Natural regeneration will occur where the canopy has been opened to sunlight	Work will be done within channel to avoid impacts to riparian areas. Minimal impact at offloading site	No trees will be disturbed by removal. Natural regeneration will occur in areas where the canopy has been opened to light	Minimal impacts to riparian vegetation on Hwy 90 segment. Considerable amount of standing and downed trees would be removed for equipment access on east side on I-10 segment which is heavily wooded
Productivity, Health and Vigor of Stream Aquatic Vegetation	Aquatic plants are limited to filamentous algae and phytoplankton. Very little rooted submergent or emergent vegetation.	Project will not significantly impact aquatic vegetation. Some decrease in algae from improved flow and slight increase in submergent vegetation with clearer water	Stream aquatic growth will be the same as existing condition with excessive algae growth and limited submergent vegetation	Project will not significantly impact aquatic vegetation. Some decrease in algae from improved flow and slight increase in submergent vegetation with clearer water
Animal				
Inadequate Cover/Shelter for Stream Fisheries (also see SVAP under "Water")	Abundant fish cover and shelter is provided by downed trees and other debris in and by overhanging canopy.	Debris will be removed and result in less instream cover and reduced shading from overhangs, but adequate amounts will remain.	Fish cover and shelter will remain the same. Water quality and quantity will remain the most limiting factors for fisheries	Debris will be removed and result in less instream cover and reduced shading from overhanging cover, but adequate amounts will remain
Inadequate Cover/Shelter for Wildlife along Stream Corridor	Riparian forest buffers are extensive along both sides of the stream channel.	Work will be done within channel to avoid impacts to habitat along corridor. Offload sites are primarily open areas	Extensive riparian forest buffers will remain along stream channel.	Minimal impacts to habitat on Hwy 90 segment. Considerable amount of habitat would be removed for equipment access on east side of heavily wooded I-10 segment.
Other				
Aesthetics	Woodland and natural vegetation results in attractive landscape except for impacts of debris	Work will be done within channel and aesthetics will not noticeably change	The landscape will remain the same except for any changes that may be caused by flooding	Access from east side will result in minimal impacts on aesthetics in Hwy 90 segment. Would have significant impact on I-10 segment.
Mosquito and Insect Vectors	Water in channel is deep. Mosquito habitat occurs in adjacent shallow wetlands	Reduced flooding will reduce mosquito habitat in adjacent shallow floodplain pools.	Stagnant pools providing habitat for mosquitos will increase due to flooding.	Reduced flooding will reduce mosquito habitat in adjacent shallow floodplain pools.

Section 2E Special Environmental Concerns

Resource Consideration	Existing Condition	Alternatives and Effects		
		Proposed Action	No Action	Alternative
Clean Water Act Waters of the U.S.	Fair Water Quality	Improved water quality. CWA 404 Permit required. Water Quality Certification possible.	Decreased water quality. Increased blockage and flooding	Improved water quality. CWA 404 Permit required. Water Quality Certification possible.
Coastal Zone Management Areas	N/A	N/A	N/A	N/A
Coral Reefs	N/A	N/A	N/A	N/A
Cultural Resources	Use FOTG guidance. State level review needed	Same as existing	Same as existing	Same as existing
Endangered and Threatened Species	Use FOTG guidance USFWS/LDWF list shows species in parish, but none are likely in project area	No impacts	No impacts	No impacts
Environmental Justice	Not a factor in this project area	Not a factor in this project area	Not a factor in this project area	Not a factor in this project area
Essential Fish Habitat	No essential fish habitat within this project area	No essential fish habitat within this project area	No essential fish habitat within this project area	No essential fish habitat within this project area
Fish and Wildlife Coordination	No stream modification proposed	Will coordinate if issues arise in CWA 404 permit application process	N/A	Will coordinate if issues arise in CWA 404 permit application process
Floodplain Management	Project boundary is within 100 year floodplain	Improve drainage and reduce level of flooding to pre hurricane conditions	N/A	If selected, project will improve drainage and reduce level of flooding to pre-storm conditions
Invasive Species	Some Chinese Tallow trees along channel in scattered segments	Will not have noticeable impact on invasive Chinese Tallow trees	Chinese Tallow likely increase as natural part of invasion	Will remove some invasive trees at access locations and allow increased control opportunities
Migratory Birds	Provides habitat for neotropical migrants	No habitat for neotropical migrants will be destroyed	Continue to provide same level of habitat	Minimal impact on neotropical migrants on Hwy 90 segment. Mod. impact where trees are removed on I-10 segment
Natural Areas	Use FOTG guidance. No natural areas identified in project area	Use FOTG guidance. No natural areas identified in project area	Use FOTG guidance. No natural areas identified in project area	Use FOTG guidance. No natural areas identified in project area
Prime and Unique Farmlands	Use FOTG guidance and soil survey. Mt soil occurs in project area, but not prime in urban area	Mt, Gy, and Lt soils occur in project area, but will not be impacted	Mt, Gy, and Lt soils are prime. No impacts or changes are expected.	Mt, Gy, and Lt soil occurs in project area, but will not be impacted
Riparian Areas	Downed timber has reduced and altered forested riparian habitat on both sides.	Work will be done from within channel to avoid impacts to riparian habitat	Downed timber and altered forest riparian areas will remain until natural process restores habitat	Some standing timber will be removed on east side offload burn/bury site. Will restore naturally
Scenic Beauty	Use FOTG guidance. Downed timber has reduced aesthetics of stream and riparian areas	Stream aesthetics will be restored, Riparian habitat will not be noticeably impacted	Downed timber in stream and along riparian areas will continue to reduce aesthetics.	Stream aesthetics will be restored. Riparian habitat will be minimally impacted on Hwy 90 segment and significantly impacted on I-10 segment
Wetlands	Downed timber and debris has partially filled wetlands with debris and altered functions/values	Removal of debris will have minimal impacts on wetland functions and values.	Wetland functions and values will remain in current conditions	Removal of debris will have minimal impacts on wetland functions and values.
Wild and Scenic Rivers	Use FOTG guidance. No listed streams affected by project	No impact on listed streams or rivers	No impact on listed streams or rivers	No impact on listed streams or rivers

Completed By: Steve Tully, BiologistDate: 02/24/2006

DSR NO: 019-05-058R

Section 2F Economic

This section must be completed by each alternative considered (attach additional sheets as necessary).

	Future Damages (\$)	Damage Factor (%)	Near Term Damage Reduction
Properties Protected (Private)			
1 house	\$69,379	25%	\$17,345
Properties Protected (Public)			
Highway 90 Bridge	\$250,000	50%	\$125,000
Interstate 10 Bridges (2)	\$2,000,000	50%	\$1,000,000
Paving and appurtenances	\$100,000	50%	\$50,000
Utilities and pipelines	\$50,000	50%	\$25,000
Business Losses			
Disruption of interstate commerce	\$1,000,000	50%	\$500,000
Other			
None	0		0
Total Near Term Damage Reduction \$			\$1,717,345
Net Benefit (Total Near Term Damage Reduction minus Cost from Section 3)			\$1,681,414

Handwritten notes:
 100% High!
 0%
 340,000
 357,345
 291,945
 1,681,415
 [Signature]

Completed By: Mark D. Conkling

Date: February 24, 2006

NOTE: According to the Louisiana Department of Transportation and Development, the average daily vehicle count on US Highway 90 is 3,006 and on Interstate Highway 10 is 39,841. These counts were made in or near the project area. If damage to the bridges on these two highways causes the normal traffic to detour, each day of the detour would impact about 42,000 people from all demographic groups. See the attached LDOTD report. The economic impact is beyond the scope of this survey.

Section 2G Social Consideration

This section must be completed by each alternative considered (attach additional sheets as necessary).

	YES	NO	Remarks
Has there been a loss of life as a result of the watershed impairment?		X	
Is there the potential for loss of life due to damages from the watershed impairment?	X		Emergency vehicle access to areas affected could be restricted.
Has access to a hospital or medical facility been impaired by watershed impairment?	X		The storm created delays due to flooding.
Has the community as a whole been adversely impacted by the watershed impairment (life and property ceases to operate in a normal capacity)	X		Impairment increases flooding impact throughout community
Is there a lack or has there been a reduction of public safety due to watershed impairment?	X		Future events could impact nearby roadways, bridges and access to emergency services.

Completed By: Mark D. ConklingDate: February 24, 2006

Section 2H Group Representation and Disability Information**This section is completed only for the preferred alternative selected.**

Group Representation	Census Blocks	Number	Affected
American Indian/Alaska Native Female Hispanic			
American Indian/Alaska Native Female Non-Hispanic			
American Indian/Alaska Native Male Hispanic			
American Indian/Alaska Native Male Non-Hispanic			
Asian Female Hispanic			
Asian Female Non-Hispanic			
Asian Male Hispanic			
Asian Male Non-Hispanic			
Black or African American Female Hispanic			
Black or African American Female Non-Hispanic			
Black or African American Male Hispanic			
Black or African American Male Non-Hispanic			
Hawaiian Native/Pacific Islander Female Hispanic			
Hawaiian Native/Pacific Islander Female Non-Hispanic			
Hawaiian Native/Pacific Islander Male Hispanic			
Hawaiian Native/Pacific Islander Male Non-Hispanic			
White Female Hispanic	1	0.28%	0
White Female Non-Hispanic	156	44.96%	1
White Male Hispanic	2	0.58%	0
White Male Non-Hispanic	188	54.18%	2
Total Group	347	100.00%	3

Note: The demographic information for this project came from the 2000 US Census. See the attached tables for details. The data for the 6 tracts listed below, indicate there are approximately 3 persons per household. There is only one house within the area of interest and thus there were an estimated 3 people living in the area of interest and directly affected by damage or constriction of Bayou Choupique. The breakdown by race and sex was reduced proportionately to the extent possible.

NOTE: According to the Louisiana Department of Transportation and Development, the average daily vehicle count on US Highway 90 is 3,006 and on Interstate Highway 10 is 39,841. These counts were made in or near the project area. If damage to the bridges on these two highways causes the normal traffic to detour, each day of the detour would impact about 42,000 people from all demographic groups. See the attached LDOTD report.

Census tract(s) Tract 27, blocks 3061 & 3062; Tract 34, Blocks 1006, 1026, 1027 and 1028

Completed By: Mark D. Conkling

Date: February 24, 2006

DSR NO: 019-05-058R

Section 2I. Required consultation or coordination between the lead agency and/or the RFO and another governmental unit including tribes:

Easements, permissions, or permits:

Access to channel from private properties will require easements/permission to be obtained by sponsor. Recommend consultation of contractor for Right of Way access to stream to accommodate equipment being used. Coordination will be handled by NRCS representative to reduce amount of impact to surrounding environment. Physical access for machinery and equipment can be gained from Interstate Highway 10 and Highway 90 Bridge crossings. Need to consider accommodations for barge and marine equipment when selecting access points.

Will need CWA 404 permit and Water Quality certification possibly needed because of potential of removing roots masses and grubbing stumps.

Will need Burn Permit for any burning of debris from the Calcasieu Parish Government

Mitigation Description:

~~Interstate 10 Segment: Access to remove debris from this segment will be from within the channel using barges or marine equipment to avoid loss of extensive forested riparian habitat along this segment. Sites for offloading debris and loading onto trucks will be situated along cleared Hwy right of ways to further eliminate the loss of natural riparian habitat.~~ **WORK DEFINED FOR THIS REACH IS NOW IN DSR 019-05-003R**

Highway 90 Segment:

Access to remove debris from this segment will be from the east side of the channel in areas that have predominately been cleared for pastureland and are largely devoid of natural occurring riparian habitat. Debris will be burned and buried on site in adjacent open pastureland areas to avoid excessive traffic and damage at access points.

The proposed action in both segments will help restore hydraulic function to downstream wetlands and reduce mosquito breeding areas and vector problems in adjacent floodplains. Action will be completed without interruption to reduce impacts to stream fisheries, wildlife, and local residents.

Agencies, persons, and references consulted, or to be consulted:

Corps of Engineers, New Orleans District
Louisiana Department of Environmental Quality
Louisiana Department of Wildlife and Fisheries
Calcasieu Parish Government

DSR NO: 019-05-058R

Section 3 Engineering Cost Estimate

Completed By: S. Garner (revised BAS) Date: (3-14-06)

This section must be completed by each alternative considered (attach additional sheets as necessary).

Proposed Recovery Measure (including mitigation)	Quantity	Units	Unit Cost (\$)	Amount (\$)
Mobilization/Demobilization	1	LS	7,000	7,000
Channel Obstruction Removal (Medium)	6400	LF	9.00	57,600
Seeding, sprigging, mulching	4	AC	200	800
Flexi float Sectional Barge	1	LS	4,800	4,800
Total Installation Cost (Enter in Section 1F)\$				65,400

Alternate Recovery Measure (including mitigation)	Quantity	Units	Unit Cost (\$)	Amount (\$)
Mobilization/Demobilization	1	LS	10,000	10,000
Channel Obstruction Removal (Medium w/ Complexities)	6,400	LF	9.00	57,600
Seeding, sprigging, mulching	3	AC	600	600
Flexifloats Barges (4@ \$32 ea/day)	30	Days	128	3,840
Total Installation Cost (Enter in Section 1F)\$				72,040

Unit Abbreviations:

AC Acre
 CY Cubic Yard
 EA Each
 HR Hour
 LF Linear Feet
 LS Lump Sum
 SF Square Feet
 SY Square Yard
 TN Ton
 Other (Specify)

NOTE: Revisions made by BAS. See attached "Note to File" for explanation of revisions

Section 4 NRCS EWP Funding Priority

Complete the following section to compute the funding priority for the recovery measures in this application

(see instructions on page 10).

Priority Ranking Criteria	Yes	No		Ranking Number Plus Modifier
1. Is this an exigency situation?		X		
2. Is this a site where there is serious, but not immediate threat to human life?	X			2e
3. Is this a site where buildings, utilities, or other important infrastructure components are threatened?	X			
4. Is this site a funding priority established by the NRCS Chief?		X		
The following are modifiers for the above criteria			Modifier	
a. Will the proposed action or alternatives protect or conserve federally-listed threatened and endangered species or critical habitat?				
b. Will the proposed action or alternatives protect or conserve cultural sites listed on the National Register of Historic Places?				
c. Will the proposed action or alternatives protect or conserve prime or important farmland?				
d. Will the proposed action or alternatives protect or conserve existing wetlands?				
e. Will the proposed action or alternatives maintain or improve current water quality conditions?			e	
f. Will the proposed action or alternatives protect or conserve unique habitat, including but not limited to, areas inhabited by State-listed species, fish and wildlife management area, or State identified sensitive habitats?				

Enter priority computation in Section 1A, NRCS Entry, Funding Priority Number.

Remarks:

Section 5A Findings

Finding: Indicate the preferred alternative from Section 2 (Enter to Section 1E):

Remove downed trees, branches and other debris by working within the channel using marine equipment. Transport debris on barge to open access areas at highway right of ways and offload for hauling to nearest approved landfill

I have considered the effects of the action and the alternatives on the Environmental Economic, Social; the Special Environmental Concerns; and the extraordinary circumstances (40 CFR 1508.27). I find for the reasons stated below, that the preferred alternative:

X Has been sufficiently analyzed in the EWP PEIS (reference all that apply)

Chapter 5.2.2.1.2

Chapter _____

Chapter _____

Chapter _____

Chapter _____

____ May require the preparation of an environmental assessment or environmental impact statement.
The action will be referred to the NRCS State Office on this date:

NRCS representative of the DSR team:

Charles [Signature]
Steve Garner, Mark Conkling, and Steve Tully

Date: February 25, 2006

Section 5B Comments:**Section 5C**

Sponsor Concurrence: H.L. Boyd

Sponsor Representative

Title: Chairman Board

Date: 3-1-06

Section 6 Attachments:

- A. Location Map
- B. Site Plan or Sketches
- C. Other (explain)

SPONSOR CONCURRENCE WITH REVISIONS

H.L. Boyd
REPRESENTATIVE

3-16-06
DATE

11 of 14
Approved 7/2005

SECTION 6

ATTACHMENTS

NOTE TO FILE

March 13, 2006

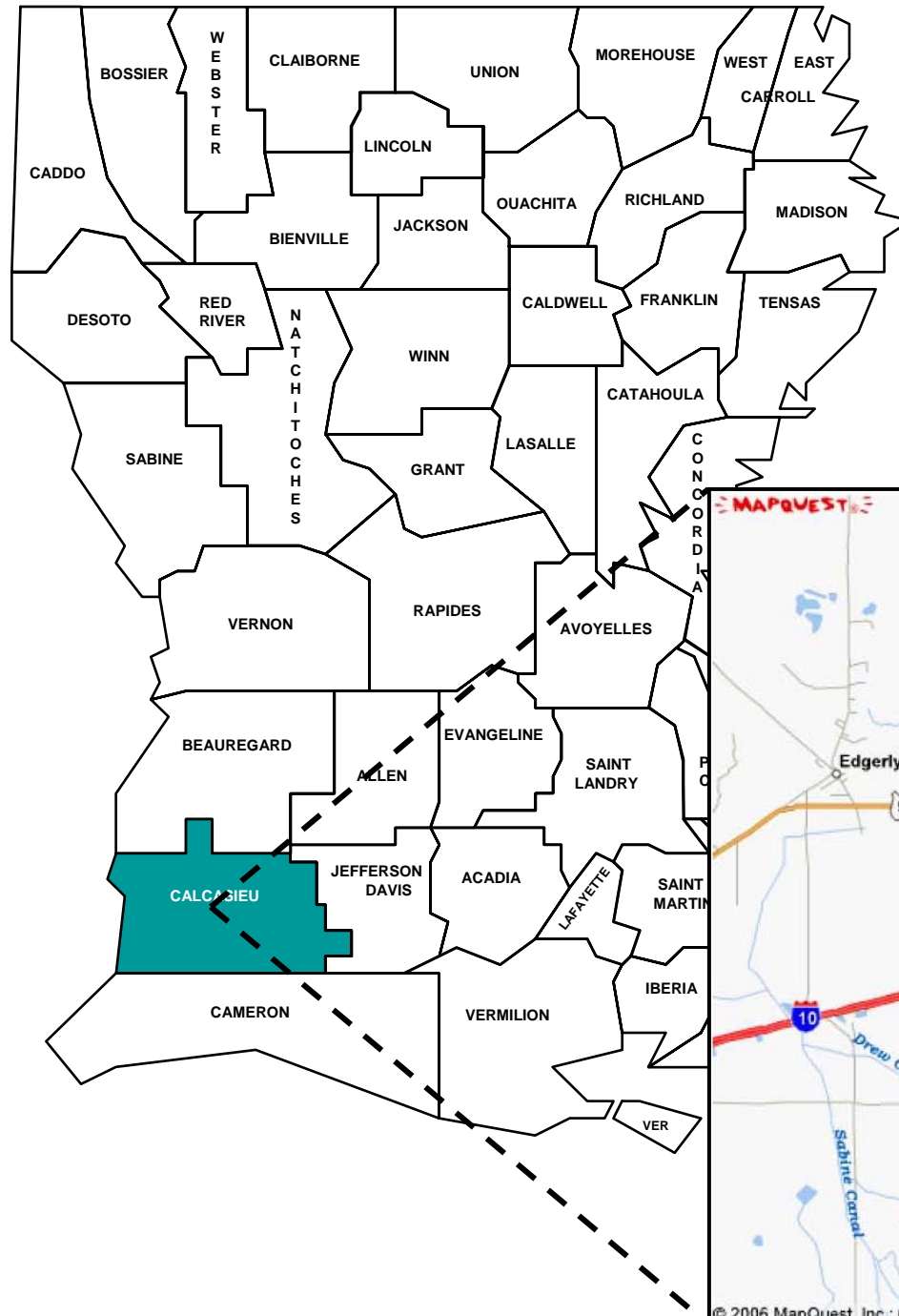
DSR 019-05-003R and DSR 019-05-058R are both on Bayou Choupique. The original DSR019-05-003R considered working a reach on the lower end of the channel from point Lat. 30.190209 Long. -93.429964 to Lat. 30.194755 Long. -93.43200 (approximately 1825 LF). DSR 019-05-058R (also on Choupique) originally indicated work to be performed from south of I-10 at point Lat 30.20838 Long. -93.4350 northward to point Lat. 30.21247 Long. -93.43643 north of I-10 and another reach south of US Hwy 90.

Due to environmental and constructability constraints, the work south of I-10 should be performed as one reach (that originally in both DSR should be combined). The channel has spoil banks with mature riparian areas that should not be trafficked within this reach; therefore the DSR indicated work to be performed in the reach south of I-10 in DSR 019-05-058 must be performed with floating equipment from within the channel. Since there can not be any access along the Interstate ROW, the only feasible alternative is to work from the south within the channel with floating equipment from the point where the original DSR 019-05-003R upstream limits ended. This will require all debris within the channel to be removed in order to gain access to the upper reach immediately south of I-10. For this reason the work within DSR 019-05-003R has been revised to include the entire reach of Choupique Bayou from south of the I-10 ROW to the original end point Lat. 30.190209 Long. -93.429964 (approximately 8,200 LF). A new cost estimate has been made for this DSR 019-05-003R to reflect this change.

Subsequently, the work within DSR 019-05-058R has also been changed to reflect that work north of the I-10 ROW upstream to the south US Hwy 90 ROW for the same reasons as stated above for the lower reach. Again, in order to gain access to that reach immediately north of I-10, the work will need to be continuous from the US Hwy ROW southward (approximately 6400 LF). A new cost estimate has been made for this DSR 019-05-058R to reflect this change.



Bradley A. Sticker
ASCE



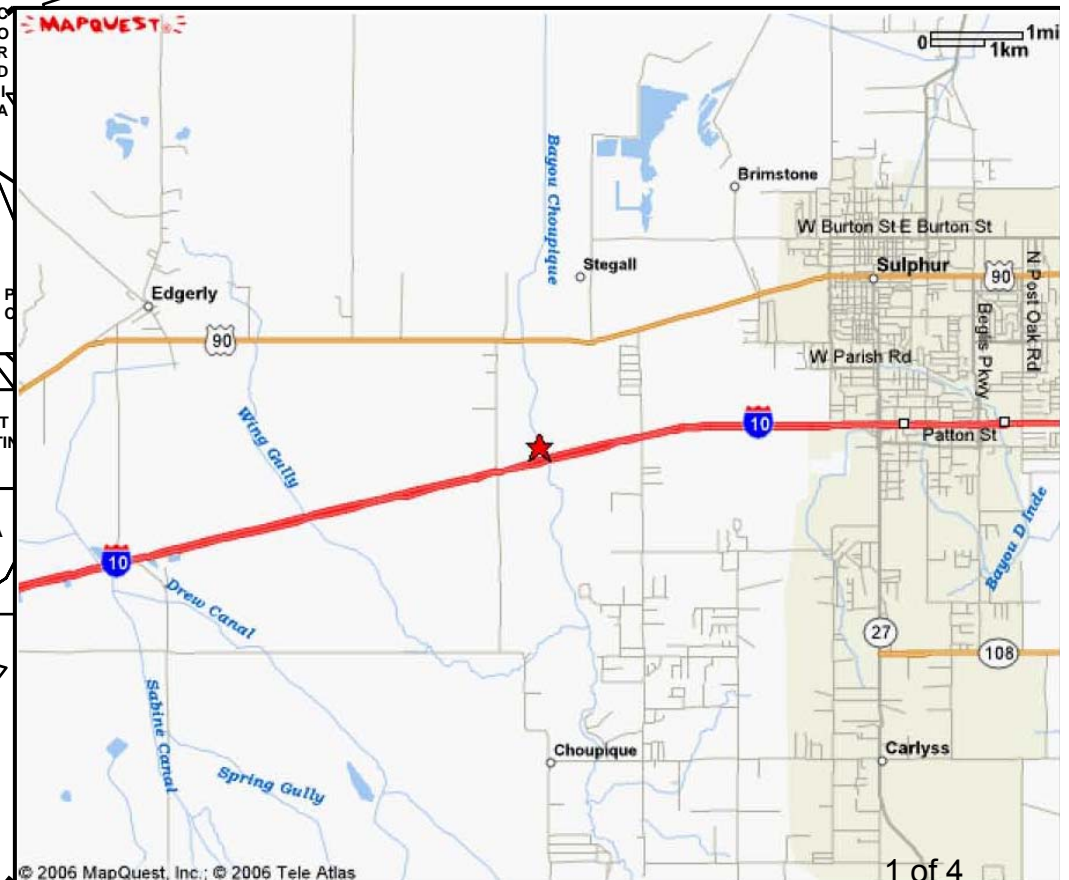
Vicinity Location Map

Calcasieu Parish

DSR# 019-05-058R

Choupique Bayou

North Reach



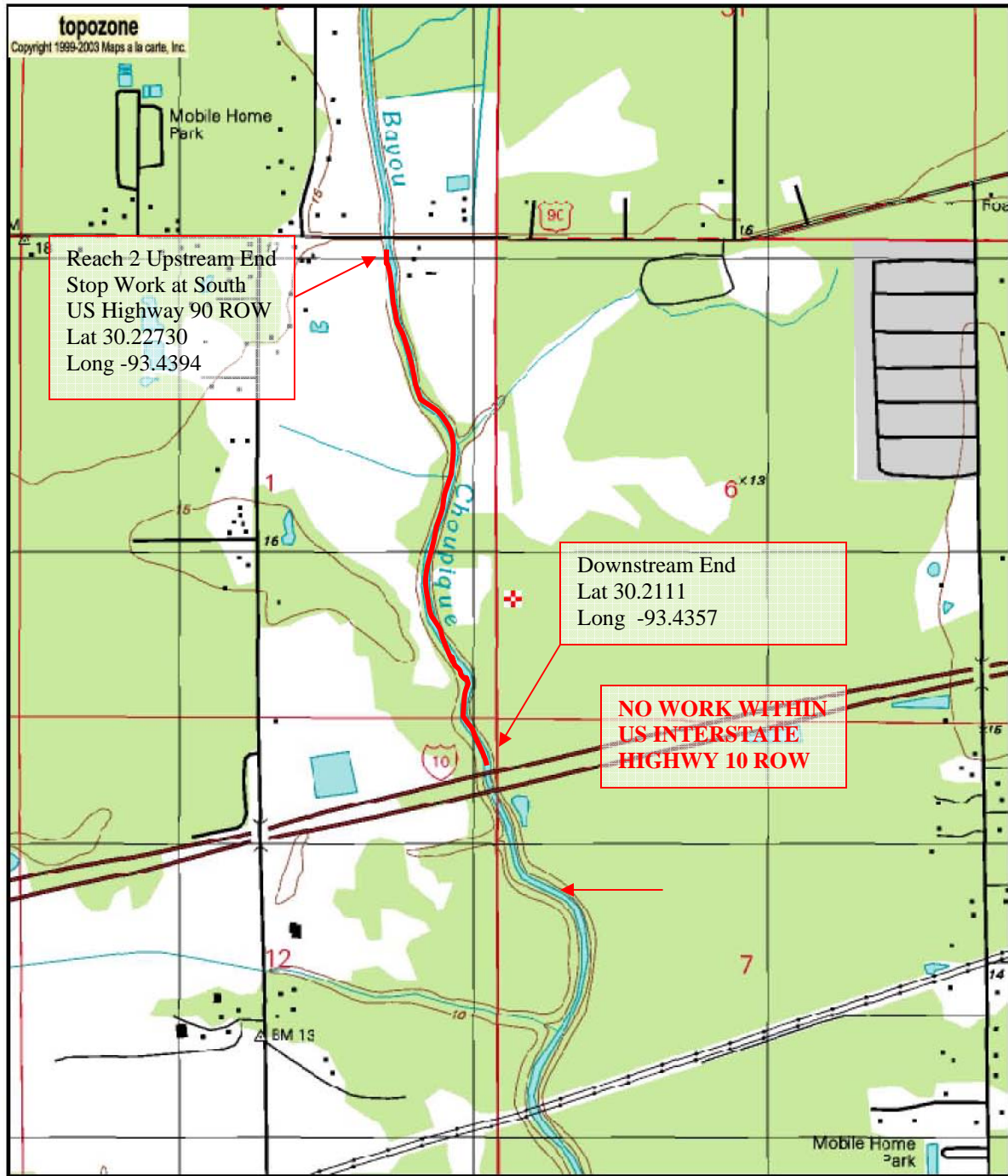
SITE MAP
DSR 019-05-058R
Choupique Bayou North Reach
Calcasieu Parish



TOPO MAP
DSR 019-05-058R
Choupique Bayou North Reach
Calcasieu Parish

TopoZone - The Web's Topographic Map

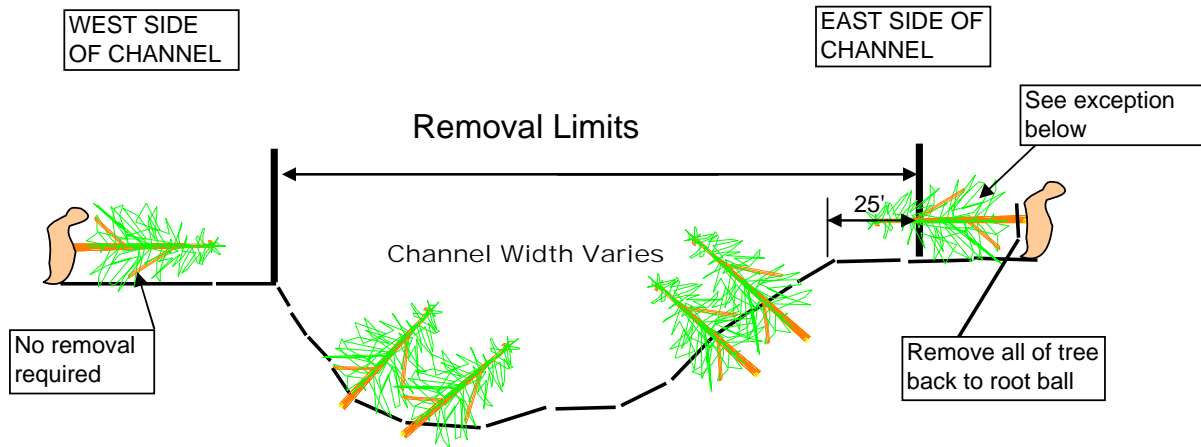
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0 0.3 0.6 0.9 1.2 1.5 km
0 0.2 0.4 0.6 0.8 1 mi
Map center is 30.2166°N, 93.4351°W (WGS84/NAD83)
Sulphur quadrangle
Projection is UTM Zone 15 NAD83 Datum

M=2.826
G=-0.219

Debris Removal



Typical Section

Notice:
48 Hours Before Digging
Call 1-800-272-3020

***Note :** Access and work from east side only, except in locations where structures do not permit as concurred in by the COTR

Exception it may be possible that trees which were located outside of the the removal limits may have fallen into the removal limits, the entire tree will be removed back to the root ball even if only a portion of the tree is within the removal limits

DSR No:019-05-058R

Preferred Measure

Section 5 Engineering Cost Estimate Worksheet

Parish:Calcasieu

Channel:Choupique Bayou

Location:CH-26 to U.S. Hwy 90

Completed By:Steve Garner (revised BAS 3-14-06)

Date:25-Feb-06

Type of Work:Debris Removal

Location of Work:

Township(s)

10 S

Range(s)

11 W

Section(s)

1

Quadrangle(s)

Reach or Channel Seg

Latitude

Longitude

Reach or Channel Seg

Latitude

Longitude

Reach or Channel Seg

Latitude

Longitude

Downstream Start:

30.21110

-93.43570

Upstream End:

30.22730

-93.43940

Estimated Length of Work Segment (ft):

6,400

Item No.	Proposed Recovery Measure	Quantity	Units	Unit Cost	Amount
1	Mobilization & Demobilization	1	LS	\$7,000.00	\$7,000
2	Channel Obstruction Removal (Medium)	6,400	LF	\$9.00	\$57,600
3	Seeding, Sprigging and Mulching	4	AC	\$200.00	\$800
4					
5					\$0

Note: Estimated cost of debris removal includes labor and hauling of material to landfill.

Total Estimated Construction Cost

\$65,400

Performance Time:

Production Rate

240 Ft/Day

Segment Length

6,400 Ft

Production Time

26.67 Days

Contract Time

32 Days

5 Days mob for floating equipment

Estimated Cost of Equipment with Labor

(Per Revised Costs by BAS 2-9-06)

Description of Work:Medium

Cost per LF

\$9.00

Estimated Cost of Seeding with Labor

Segment Length

6,200 Ft.

Segment Width

25 Ft.

No.of Segment

1

Acres

4

Cost per Ac

\$200

Total Cost

\$800

Comments:

Selected Alternative involves work in the channel and removing only debris obstructing the channel section, NOT floodplains.

DSR No: 019-05-058R	Alternative Measure
Section 5 Engineering Cost Estimate Worksheet	
Parish: Calcasieu Channel: Choupique Bayou Location: CH-26 to U.S. Hwy 90	
Completed By: Steve Garner (revised BAS 3-14-06)	Date: 25-Feb-06

Type of Work: Debris Removal

Location of Work:

Township(s) 10 S	Range(s) 11 W	Section(s) 1	Quadrangle(s)
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	Reach or Channel Seg	Reach or Channel Seg	Reach or Channel Seg
Downstream Start:	Latitude	Longitude	Latitude
Upstream End:	Latitude	Longitude	Latitude
	30.21110	-93.43570	30.22730
	30.22730	-93.43940	30.22730

Estimated Length of Work Segment (ft): 6,400 0 0

Item No.	Proposed Recovery Measure	Quantity	Units	Unit Cost	Amount
1	Mobilization & Demobilization	1	LS	\$10,000.00	\$10,000
2	Channel Obstruction Removal (Medium w/ Complexities)	6,400	LF	\$9.00	\$57,600
3	Seeding, Sprigging and Mulching	3	AC	\$200.00	\$600
4	Flexifloat Barges (4 @ \$32 ea/day)	30	days	\$128.00	\$3,840
5					\$0

Note: Estimated cost of debris removal includes labor and hauling of material to landfill.

Total Estimated Construction Cost **\$72,040**

Performance Time:

Production Rate	Segment Length	Production Time	Contract Time
240 Ft/Day	6,400 Ft	26.67 Days	32 Days
		5 Days Mobil & site clearing for access	

Estimated Cost of Equipment with Labor

(Per Revised Costs by BAS 2-9-06)

Description of Work: Medium Cost per LF
\$9.00

Estimated Cost of Seeding with Labor

Segment Length	Segment Width	No. of Segment	Acres	Cost per Ac	Total Cost
2,000 Ft.	25 Ft.	2	3	\$200	\$600

Comments:

Selected Alternative involves both sides of channel and 20 ft. of top bank and removing only debris obstructing channel section, NOT floodplains.

Channel Obstruction Evaluation

SITE INFORMATION			
Parish: Calcasieu		Site: Choupique Bayou CH-26 to U.S. Hwy 90	
City: Sulphur			
Sponsor: Gravity Drainage District # 5, Ward 4		Reach:	CH-26 to I-10: 740 l.f.
Date: week of 20 Feb 06			I-10 to CH-21: 540 l.f.
Evaluation Team: Steve Tully, Mark Conkling, & Steve Garne			CH-22 to US Hwy 90: 1000 l.f.

PHOTO NUMBERS AND BRIEF DESCRIPTION		WAYPOINTS	
		<i>(CIRCLE location and record in Decimal Degrees)</i>	
Photo #	Description	Start Work (D/S end)	30.20838; -93.43500
4505-4509	U.S. Hwy 90 Bridge	Midstream	
		End Work (U/S end)	3022747; -93.43975

NEARBY AND UPSTREAM STRUCTURES			
<i>(Fill in Numbers, Values, and Size)</i>			
CHURCHES		SCHOOLS	
No. of Churches		No. of Schools	
HOMESITES		PUBLIC FACILITIES	
No. of Homesites	1	No. of Public Facilities	2, I-10 & US Hwy 90
BUSINESSES			
Average Value of Homes (X \$1,000)	69.4	No. of Businesses	
		Size of Businesses	S M L

STREAM CROSSINGS		
<i>(CIRCLE type and write material, size and length)</i>		
TYPE	MATERIAL	NUMBER, SIZE, & LENGTH
Bridge	Reinforced Concrete	2, 30ft by 180 ft. I-10 Bridges are currently being widened
Culverts		
Other or None		

UTILITIES			
<i>(CHECK the location of the utilities in the area and CIRCLE stream orientation)</i>			
	Overhead (Power, Cable, etc.)	U/S	D/S
	Buried (Gas, Sewer, water, etc.)	U/S	D/S
	Elevated Cross channel (Water, Gas, etc.)	U/S	D/S
Remarks:			

CHANNEL CHARACTERISTICS				FLOW	
<i>(CHECK appropriate box for slope and fill in dimensions information)</i>					
SLOPES		DIMENSIONS		Is Water Flowing?	
	1.5 : 1 or steeper	Top Width (ft.)		YES	NO
X	1.5 : 1 through 3 : 1 Slope	Bottom Width (ft.)		Is debris accumulating? (i.e. Leaves, Trash)	
	Flatter than 3 : 1	Depth (ft.)		YES	NO

STATEMENT OF PROBLEM						
<i>(CHECK the boxes as needed, and CIRCLE the size of debris that applies)</i>						
DEBRIS	IN CHANNEL	ACROSS CHANNEL	SIZE OF DEBRIS			BLOCKAGE
						% of X-Section Obstructed:
Pine Trees	X	X	Light	Moderate	Heavy	Less than 25%
Hardwoods	X	X				26%-50%
Shrubs						51%-75%
Other (explain)						76%-100%

WORK METHOD AND LOCATION	
<i>(CHECK the box that best applies)</i>	
X	Within Channel Floating Equipment (i.e. Barge or Marsh Buggy)
	Within Channel Non - Floating Equipment (Excavator/Track-hoe, Spider, etc)
	From Top Banks
ACCESS TO SITE	
<i>(Explain access issues and possible difficulties)</i>	
CH-26 to CH-21 from the west side and CH-22 to CH-12 from the east side	